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the west not with the east. Of course for the scientific conclusions the reader must wait until the deciphering of the rubbings of inscriptions, the translations of the native manuscripts and the comparison of other data secured, have made possible the publication of the complete report.

Mr. Koo's monograph gives the most extended account which has yet appeared on the position of aliens in China. Most of his material is drawn from publications in English including the Foreign Relations of the United States, the British and Foreign State Papers, and the numerous secondary works on China. Dependence on the latter is especially pronounced in the first section, though some of the most important, such as Hinckley's "American Consular Jurisdiction in the Orient," and the voluminous material on early European Relations with China contained in Blair and Robertson's volumes on "The Philippines" are not used.

The second part of the work dealing with the period since 1842 is much the more valuable. Naturally the chief thesis concerns the origin of extra-territorial rights. Mr. Koo shows in detail the reasons for holding that the idea of law as an attribute of persons was never accepted by China, that territorial sovereignty was always the basis of her law and that the few early and many later exceptions to the rule are explained by the peculiar circumstances of compulsion followed by the development of custom, both in contradiction of the will of the government. Next the extent to which extra-territorial rights have arisen by treaty grant is reviewed, and the degree of protection granted. The desire of foreign governments to extend the privileges is criticised. The chapters on the position of the alien merchant in interior China and on the rights of missionaries deal with material not previously used in English discussions.

There is no bibliography and the index is inadequate.

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DROEGE, JOHN A. *Freight Terminals and Trains*. Pp. vii, 465. Price, \$5.00. New York: McGraw-Hill Book Company, 1912.

Few industries can compare with the American railway freight service in multiplicity of detail, complexity of organization, diversity of kinds of labor employed, extent and variety of physical equipment used, or volume of business annually transacted. Mr. Droege's long and successful career in positions where he has been compelled to grapple with every variety of the innumerable problems of the railroad operating official, renders him eminently qualified to deal with the subject of the freight service in an intelligent and comprehensive manner, and from his large fund of information secured in years of experience, observation and study he has drawn the material for this extremely valuable and interesting work.

The construction, maintenance and operation of the freight yard, which is the most essential factor in the expeditious and economical movement of traffic, the details of freight house building, arrangements and equipment, the work of the freight house force, and the work of the mechanical department in its important function of caring for the motive power at the engine terminals, are the subjects with which Mr. Droege deals most thoroughly and effectively. Special chapters

are devoted to such important topics as time freight service, team delivery yards, loading cars, making up trains, weighing freight, refrigerating, ventilating and heating; three especially good chapters describe the special terminal facilities employed in the handling of coal, ore, lumber and grain; and one chapter (written by Professor Cunningham of Harvard University) gives a brief account of the British freight service. That Mr. Droege appreciates the weight of the personal equation as a factor in railroad work is proved by the interesting chapters on the yardmaster, on the engine-house foreman, and on management and discipline in general. The only part of the freight service which is not described is the despatching of trains and the control of their movements between terminals. A chapter on this important phase of operation would have been a valuable addition to the volume.

A discussion of construction, maintenance and operating costs occupies a prominent place in every chapter dealing with the physical equipment, and the numerous comparisons of the efficiency and economies of various types of methods and devices employed in handling freight traffic should prove of great use to railway officials, whom the stress of competition and the pressure of public sentiment in favor of reduced rates compel to be constantly on the watch for any and every available means of cutting operating expenses.

Though the volume is intended primarily for persons engaged in railroad service, it should be of great value to students of transportation, and it contains much of interest to the general reader. The organization of the book is not as good as it might be, a few of the chapters being manifestly out of their logical position. The two dealing with loading-cars and team-delivery tracks belong most naturally in the group treating of freight-house construction and operation, and we can see little reason for sandwiching the chapter on the British freight service between those on American freight houses and transfer stations.

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DUNLOP, J., and DENMAN, R. D. *English Apprenticeship and Child Labor—A History.* Pp. 390. Price, \$3.00. New York: Macmillan Company, 1912.

As the need of industrial training has been shown, it has been realized that careful study of the old apprenticeship system was necessary. Under changed economic conditions we are attempting to develop methods by which we may give to the coming generation the valuable training that was a definite part of apprenticeship. The authors of this book, by careful and thorough study of Gild and town records, manuscript indentures, and parliamentary acts have shown us much. "In Mediæval England children were employed as freely and at as early an age as ever they have been under the factory system" (p. 15). The apprenticeship system, although there may have been much to criticise in the treatment of the child, provided education for his trade and for citizenship. It provided adequate supervision while he was learning and definite occupation when the training was finished. His choice of occupation was carefully considered and he seldom failed to finish his trade education. The problem of early employment and of long hours was not changed by the factory system, it was definitely centralized and thrown